

GENERAL NEWS OF INDUSTRIES

The permanent starting of the Lawrence colliery yesterday was an occasion of more than local interest. Space was recently given in this department to an excerpt from the Truth relative to the engine which is now in use in the engine room of the Lawrence. This engine is interesting by reason of the fact that it was built by William Cooke & Co., then of Scranton, in 1853, and was used for hoisting purposes at the old Saffers Mine, a colliery where William Cooke hoisted the first car of coal, using the Cooke engine. That the engine was a good one is proved by the fact that it is now again drafted into service in the Lawrence colliery, which has a capacity of 300,000 tons yearly. In connection with the newly equipped "William A." colliery the Lawrence makes two collieries operated by Mr. Connell on his Old Forge and Ramona township property. The combined capacity of these breakers is over 700,000 tons yearly. Coal hoisting plants to them from property of about 750 acres owned jointly by Mr. Connell and the Lehigh Valley Coal company. Extended descriptions have been printed in this TRIBUNE concerning the equipment of William A. colliery. The Lawrence is fully as finely equipped, and the colliery takes the same make a pair separated by few if any pairs in the anthracite region.

The Williams Palace Car company, capitalized at \$50,000, will, it is announced, begin the construction of cars in St. Joseph, Mo., to compete with the Pullman and Wagner companies. There is a large saving of weight in the Williams car. According to statements given out, the berths will be built a little longer than those in the Pullman and Wagner cars, and about the same width. They will be arranged in about the same manner, with upper and lower tiers. The rack upon which the mattresses will rest will be made of aluminum, inclosed in a case of wood, and will fold up in the same manner that an accordion does, and be deposited in the wall of the car in a space of one and one-eighth of an inch thickness. Upon these frames will rest mattresses made of cloth and rubber, which will be inflated with air immediately before being put in use. In the summer chilled air and in the winter warmed air will be used.

Quite a breeze has been stirred during the past few days by another revival of the rumor that there was under contemplation a scheme to complete the old South Mountain railroad. This road, it will be remembered, is already graded from Harrisburg through Linglestown, Dauphin county; Jonestown and Fredricksburg, Lebanon county, up to Portland, Northampton county. Cutovers were built and abutments for bridges erected, but never completed, as the Reading company refused to finance the line, which are better known as the Pennsylvania, Portland, Poughkeepsie and Boston and the Dauphin and Berks railroads. By opinion of Judge McPherson, handed down last October, this lease was declared invalid and that the right belonged to James March, a contractor of Lebanon. Parties interested in the movement to complete the road state that forty-two miles of finished road have been purchased from Portland southward for Mr. March, and that further work will be begun and pushed to completion. No information is given as to the proposed route of this alleged revival. Some persons claim that ex-President McLeod has a finger in the pie.

Another brilliant railroad scheme is formulating in the vicinity of Pittsburgh. Recently a charter was granted at the state department at Harrisburg for a new line of steam railroad to be known as the Allegheny and Monongahela railroads. It escaped general attention, but some sharp eyes have since discovered that this new line is to be the final link connecting Pittsburgh with the Shenango and Lake Erie road for the lakes, and with the Beech Creek for the east. When the line is completed, Pittsburgh will have a new and direct short line to the Atlantic seaboard and the local capital that is invested in bituminous coal properties in the western part of the state will, it is thought, experience a boom.

Unless somebody at Washington is doing a tall quantity of lying, President Cleveland is an intention to nominate his former lieutenant, ex-Secretary Whitney. This he proposes to accomplish by restoring coal to the free list. The plan is to remove the duty of forty cents a ton, now placed upon bituminous coal and shale by the Gorman bill, when that measure reaches the house. If there is a C. in the White House, Whitney is believed to desire in tariff legislation it is free coal, which would open the manufacturing market not only of New England, but of the entire country to the cheap product of the Nova Scotia mines, in which Mr. Whitney and his friends at Mr. Cleveland are reputed to own a controlling interest. The McKinley duty on coal of 75 cents a ton is sufficient to protect the domestic market against Nova Scotia coals. The proposed duty of 40 cents a ton is insufficient, it is claimed, to do this if the wages of the miners are not to be reduced. The present labor cost of mining coal in Pennsylvania, West Virginia, Ohio or Alabama is such that when the cost of transportation is added it will not pay the producers to ship coal for manufacturing purposes to points farther north than New York. Mr. Whitney

and his associates are therefore proposed the new England market for the Nova Scotia product, while at the same time the proposed duty will prevent coal from being made materially cheaper to the New England consumers. It appears that the Nova Scotia mine owners are not satisfied with this and are making an effort to restore coal to the free list. Should they succeed, the proposed duty will, doubtless, also be removed from iron ore, because these two materials have been grouped together and treated alike in tariff legislation for many years.

MINOR INDUSTRIAL NOTES: More than 350,000 men have been put to work by the ending of the coal and coke strike. The Brotherhood of Locomotive Firemen will hold their annual convention this year at Harrisburg, beginning the first Tuesday in September. There is an increase in shipments of Peabody coal over the Norfolk and Western railroad for the week ending June 16 of \$1,834 tons.

The Atchafalaya has extended the time of its low water rates to the west and the Western Passenger association is correspondingly perturbed. The Kanawha and Coal River road, a factor of the Chesapeake and Ohio, is to be extended to the west into the best coal fields of West Virginia.

For several days past the Lake Erie and Western has cut down sharply its freight train service on account of a scarcity of coal. A trouble which is now overcome. Coal traffic furnishes 25 per cent of the business of the Washburn road, while cere crops furnish 10 per cent. The coal traffic is the largest single item of the business of the Washburn road.

It is thought the Meridian alone will be ready to resume by July 1. There are yet thirteen feet of water in the slope. Every twenty-four hours 23 bulders of 2,000 ton capacity each are hoisted.

It is stated officially that there are more men on the Indianapolis division of the Pennsylvania lines west of Pittsburgh who have been in the employ of that company over twenty-five years than on any other division of the system.

An idea of the effect of the coal miners' strike on the railroads may be formed from the fact that nine of the so-called coal roads in the month of July show a decrease in earnings, as compared with May, 1893, of \$1,250,000, or 40 per cent.

The latest Reading rumor is that a syndicate has deposited \$250,000 with the Reading company for the purchase of the Northampton and Berks railroads. The entire amount of purchase money is not yet known. The syndicate wants to run a trolley line along the top-patch, and by this means furnish the current for its electric street cars.

Levin A. Riney & Co., who have been sinking a slope on the Buck Mountain vein south of their Logan colliery, find the coal hard, lumpy and thin. At the face of the slope the vein is found out almost entirely and they have commenced to bore with the diamond drill to discover if they have lost the vein, or are driving on a leader of coal on top or bottom.

REAL MEAT is the characteristic of Hood's Sarsaparilla, and it is manifested every day in the remarkable cures that medicine accomplishes. Hood's Sarsaparilla is the kind. Try it.

Hood's PILLS are the best family cathartic and liver medicine. Harmless, reliable, sure.

FINANCIAL AND COMMERCIAL. Stocks and Bonds. New York, June 25.—At the opening of business today on the stock exchange lower prices were the rule. London and Amsterdam having appeared as sellers. How much of this selling was due to the unsettled condition of the foreign markets on account of the assassination of President Carnot, and with the proportion returned by the undivided treasury gold reserve, is not clear. The market for bonds was quiet, but there was a belief that the bill of the liquidation was simply the continuation of the selling which has been in progress since the week before last. The early decline was equal to 1/4 to 1/2 in the general list. Gas was a marked exception and bounded up from 75 1/2 to 80 on the covering of shorts, but subsequently fluctuated somewhat and closed about 78 1/2. The jump in Chicago Gas put an end to the declining tendency in the general list and before the expiration of the first hour of business a number of active issues were selling on a higher level than at the close on Saturday. Subsequently Reading was sold down 1/2 to 1 1/4 per cent, and Lead was sold down 1/4 to 1/2 per cent. Both stocks, however, rallied to 1 1/2 and 28 respectively. Speculation left off about five. Net changes show losses of 1/2 to 1 1/4 per cent. The leading Missouri and Northern Pacific, Western Union and Richmond Terminal gained 1/4 to 1/2. Total shares were 116,858 shares.

Table with columns: Name, High, Low, Close. Lists various stocks like Am. Oil, Am. Sugar, Can. Pac., etc.

Table with columns: Name, July, Sept, Dec. Lists various commodities like Wheat, Corn, Oats, Pork, etc.

Scranton Wholesale Market. SCRANTON, June 25.—FRUIT AND PRODUCE.—Dried apples per pound, 6c; evaporated apples, 11c; per pound; Turkish prunes, 10c; English currants, 20c; layer raisins, \$1.75; muscatels, \$1.00.

1.40 per box; new Valencia, 74 1/2c, per pound. BEANS—Marrow-fat, \$3.00 a 3.05 per bushel; medium, \$1.75 a 1.90. PEAS—Green, \$1.50 per bushel; split, \$2.50 a 3.00; lentils, 10c. POTATOES—Old, 70c; new, 75c; per bushel; new, per barrel, \$2.25 a 2.50. ONIONS—Large, \$1.50 a 1.75; small, 10c. CABBAGE—8c; per lb. EGGS—Fresh, 13c; per 100. BUTTER—Chickens, dressed, 12 to 13c; turkeys, 12 to 13c. MEATS—Hams, 11c; small hams, 12c; skinned hams, 11c; California hams, 12c; shoulders, 8c; bellies, 8c; smoked breakfast bacon, 12c. SMOKED BEEF—Outside, 12c; sets, 12c; inside and knuckles, 10c. PORK—Mess at 11c; short cut, 11c. LARD—In 50 lb. casks, \$1.50; in 25 lb. casks, \$1.50; in 10 lb. casks, \$1.50; in 5 lb. casks, \$1.50. CHEESE—Choke sugar cured, smoked beef, 14c. FLOUR—Minnesota patent, per barrel, \$4.50 a 4.75; Ohio and Indiana amber, at \$4.50; Graham at \$4.50; rye flour, at \$4.50. WHEAT—Mixed, per cwt., at \$1.00. GRAIN—Wheat, 60c; corn, 32 to 33c; oats, 20c; rye, 20c; clover, 15c; timothy, 15c. RYE STRAW—For ton, \$18 a 15. HAY—\$14.50 a 16.

THE OLD RELIABLE Caledonian GAMES Will be held by the Caledonian Club, of this city, at Laurel Hill Park ON JULY 4

A large number of attractions are down on the bills and a good time may be expected by all who are present. DAISY CAWSON, the Champion Child Dancer, only 7 years of age, will give a grand entertainment well worth the price of admission.

ALL THE USUAL GAMES As the Delegates from all parts of the United States and Canada will be present, this will undoubtedly be a gala day. Street Cars every three minutes. Admission, 25c. Children, 10c. Grand Stand, 15c. Dancing Free All Day Grand Picnic in the Evening. ADMISSION, 10c.

BICYCLE RACES AT THE SCRANTON Driving Park JULY 4

A few of the entries received are TAYLOR, TAYLOR, TITUS, KENNEDY, WELLS, Etc., Etc. 50 Racing Men to Compete ALL THE FLYERS COMING. GEO. F. TAYLOR will attempt to make a track record of 2.10, riding a mile against time with pace-makers. See Canary in Fancy Riding.

DUPONT'S MINING, BLASTING AND SPORTING POWDER Manufactured at the Wapwallopen Mills, Luzerne county, Pa., and at Wilmington, Delaware.

HENRY BELIN, Jr. General Agent for the Wyoming District, 18 Wyoming Ave., Scranton Pa. Third National Bank Building.

MT. PLEASANT COAL AT RETAIL. Coal of the best quality for domestic use, and of all sizes, delivered in any part of the city at lowest price. Orders left at my office. NO. 118, WYOMING AVENUE. Rear room, first floor, Third National Bank, or sent by mail or telephone to the mine, will receive prompt attention. Special contracts will be made for the sale and delivery of Buckwheat Coal. WM. T. SMITH.

The GENUINE New Haven "Mathushek" Pianos ESTABLISHED 1808. New York Warerooms—No. 30 Fifth Avenue. E. C. RICKER & CO., Sole dealers in this section. OFFICE—121 Adams Ave., Telephone 874's.

For Delicacy, For purity, and for improvement of the complexion, nothing equals Pozzoni's Powder.

Beecham's pills are for biliousness, bilious headache, dyspepsia, heartburn, torpid liver, dizziness, sick headache, bad taste in the mouth, coated tongue, loss of appetite, sallow skin, when caused by constipation; and constipation is the most frequent cause of all of them. Book free; pills 25c. At Drugstores, or write B.F. Allen Co., 365 Canal St., New York.

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Good Men Deserve Good Clothes. SO. DO GOOD BOOKS ONE of the strong points of THE TRIBUNE'S equipment as a first-class printing establishment is the fact that it has a superb Bindery, thoroughly supplied with up-to-date machinery and managed by skilled workmen. For neat work promptly done and at prices that are fair and square, it has no superior in North-eastern Pennsylvania.

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Bureka Laundry Co. Cor. Linden St. and Adams Ave. COURT HOUSE SQUARE. All kinds of Laundry work guaranteed the best. THE DICKSON MANUFACTURING CO. SCRANTON AND WILKES-BARRE, PA. MANUFACTURERS OF Locomotives and Stationary Engines, Boilers, HOISTING AND PUMPING MACHINERY. General Office, SCRANTON, PA.

CENTRAL RAILROAD OF N. J. LEHIGH AND SUSQUEHANNA DIVISION. Anthracite coal used exclusively, insuring cleanliness and economy. TIME TABLE IN EFFECT MAY 29, 1894. Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 7:15 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., 5:30 p. m., 7:30 p. m., 9:30 p. m. For Lehigh City, 8:30 a. m., 10:30 a. m., 1:30 p. m., 3:30 p. m., 5:30 p. m., 7:30 p. m., 9:30 p. m. For New York, Newark and Elizabeth, 8:30 (express) a. m., 12:30 (express) with Buffet parlor car, 2:30 (express) p. m., Sunday, 2:15 p. m. For MAUCH CHESS, ALLENTOWN, BUTLER, EASTON and PHILADELPHIA, 8:30 a. m., 12:30 p. m., 2:30 p. m., 4:30 p. m., 6:30 p. m., 8:30 p. m., 10:30 p. m. For Lehigh Branch, OCEAN GROVE, etc., at 8:30 a. m., 12:30 p. m., 2:30 p. m., 4:30 p. m., 6:30 p. m., 8:30 p. m., 10:30 p. m. Returning, leave New York, foot of Liberty street, North river, at 4:10 (express) a. m., 8:00 and 4:30 p. m., Sunday, 4:30 a. m. Leave Philadelphia, Reading Terminal, 9:30 a. m., 1:30 p. m., 5:30 p. m., Sunday, 9:30 a. m. Through tickets to all points at lowest rates. For full particulars apply to Ticket Agents at the ticket agent at the station.

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